

The Hongkong Telegraph

(ESTABLISHED 1861.)

NEW SERIES No. 8914

MONDAY, SEPTEMBER 12, 1910.

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355 PER ANNUM
SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital £1,000,000
Reserve Funds £1,000,000
Total £2,000,000

COURT OF DIRECTORS:
G. Balloch, Esq., Chairman.
Robert Shaw, Esq., Deputy Chairman.
F. H. Armstrong, Esq., S. A. Levy, Esq.
A. J. Forster, Esq., F. L. L. Esq.
G. F. Smith, Esq., G. H. Esq.
H. A. Esq., H. A. Esq.

MANAGER:
H. A. Esq.
S. A. Levy, Esq.
F. L. L. Esq.
G. H. Esq.
H. A. Esq.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

PAID-UP CAPITAL £1,000,000
RESERVE FUNDS £1,000,000
TOTAL £2,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT. PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER CENT.

WM. DICKSON, Manager.

Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 20,000,000
RESERVE FUNDS Yen 10,000,000

Head Office: YOKOHAMA.

Branches and Agents:
TOKIO, HANKOW, KOBE, TIENSIN, OSAKA, PEKING, NAGASAKI, NEWCHANG, LONDON, DALNY, LYONS, PORT ARTHUR, SHANGHAI, ANTON, LIOWANG, SAN FRANCISCO, MUKDEN, HONOLULU, TIENTSIN, HONGKONG, CHANGCHUN.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:
For 12 months, 4 per cent. p.a.
For 6 months, 3 1/2 per cent. p.a.
For 3 months, 3 per cent. p.a.

TAKKO TAKAMICHI, Manager.

Hongkong, 11th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP: 50,000,000 MARKS

HEAD OFFICE: SHANGHAI.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigsche Bank (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank f. Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurter Bank, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim & Co., Koenig, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited, Deutsche Bank (Berlin), London Agency, Direction der Disconto-Gesellschaft.

INTEREST ALLOWED ON CURRENT ACCOUNT ON DEPOSITS received on terms which may be arranged on application. Every description of Banking and Exchange business transacted.

J. KULLMANN, Acting Manager.

Hongkong, 27th July, 1910.

Banks.

HONGKONG SAVINGS BANK.

Business of the Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

(INTEREST) on deposits is at 4 PER CENT. per annum.

Depositors may transfer at their option balances of 500 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Acting Chief Manager.

Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000.

RESERVE FUND Gold \$3,250,000.

Gold \$6,500,000.

(about \$1,500,000.)

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 1/2 per cent. on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 3 per cent. per annum.

N. S. MARSHALL, Manager.

No. 9, Queen's Road Central.

Hongkong, 17th August, 1910.

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE: SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

C. Stephenson, Esq.

Lee Yee-Sun, Esq.

J. H. McMichael, Esq.

C. R. Brinkley, Esq.

J. A. Watkin, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force £5,558,885.00

Assets £4,117,250.00

Income for Year £256,559.00

Insurance Fund £2,167,815.00

LEFFERTS KNOX, Esq., Hongkong District Manager.

B. W. TAPE, Esq., Canton and Macao District Secretary.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD: HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq.

G. J. Lafren, Esq.

Hongkong, 26th July, 1910.

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and is now luxuriously furnished and up-to-date in every respect.

Situated in the most central position, Large and airy Rooms, Hot, Cold, and Shower Baths, Gas and Electric Lights and Fans, Large and comfortable Lounges, Private and Public Bars and Billiard Room.

CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Satisfactory arrangements of the latest HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Table and Dinner. Special Rates for married families on application.

J. H. OXBERRY, Manager.

FREDERICK REICHMANN, Late Manager of J. H. Lyons (Trocadero), leading Casino in London, and GRAND ORIENTAL HOTEL, Colombo.

Telephone No. 107.

Telegraphic Address "Comfor" Hongkong.

Hongkong, 1st September, 1910.

Mail.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI, DELHI, About 15th Sept. Freight and Passage.

LONDON, &c., via usual Ports, Delta, Capt. B. H. W. Sear, 17th Sept. See Special Advertisement.

LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, Candia, Capt. W. R. Hickey, 21st Sept. Freight and Passage.

SHANGHAI, MOJI, KOBE, PALAWAN, About 22nd Sept. Freight and Passage.


For Further Particulars, apply to E. A. NEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 12th September, 1910.

Intimations.

WALK OVER SHOES

NEW STOCK OF **TAN SHOES** NEWEST SHAPES.



LANE, CRAWFORD & CO. HONGKONG.

FOR BATHING PARTIES.

Blackberry Brandy.
Cherry Brandy.
Cherry Whisky.
Creams, De Menthe.
Orange Gin.
Peppermint.

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 9th August, 1910.

Hotels.

TRY WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 24th July, 1910.

HOTEL CRAIGIEBURN.

PURKIN'S GAS, the PRAX, next the TRAM TERMINUS Tel. 66.

For Terms, etc., apply to the

MANAGER.

Hongkong, 2nd July, 1910.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON	CANTON TO HONGKONG	HONGKONG TO CANTON	CANTON TO HONGKONG
MONDAY, 12th September	THURSDAY, 15th September	MONDAY, 12th September	THURSDAY, 15th September
8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	10.00 P.M. KINSHAN	10.00 P.M. KINSHAN	10.00 P.M. KINSHAN
TUESDAY, 13th September	FRIDAY, 16th September	TUESDAY, 13th September	FRIDAY, 16th September
8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	10.00 P.M. KINSHAN	10.00 P.M. KINSHAN	10.00 P.M. KINSHAN
WEDNESDAY, 14th September	SATURDAY, 17th September	WEDNESDAY, 14th September	SATURDAY, 17th September
8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	10.00 P.M. KINSHAN	10.00 P.M. KINSHAN	10.00 P.M. KINSHAN
THURSDAY, 15th September	SUNDAY, 18th September	THURSDAY, 15th September	SUNDAY, 18th September
8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	10.00 P.M. KINSHAN	10.00 P.M. KINSHAN	10.00 P.M. KINSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodations. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI," 1,365 Tons, and "SUI-AN," 1,365 Tons. Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf. Departures from Macao to Hongkong on week days at 7.10 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 18th SEPTEMBER, 1910. The Company's Steamship "SUI-TAI," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

1st Class Return \$3, Single \$1.50. and Class Return \$1, Single 60 cts. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. to Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M.

First class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. \$4. Single fare also \$4. These vessels have Superior Cable Accommodations and are lighted throughout by electricity. Electric Fan in each Cabin. Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons. Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 Tons, and "NANNING," 538 Tons. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or via Yuen by the Company's direct steamers "Lutan" and "Santol." These vessels have Superior Cable Accommodations and are lighted throughout by electricity. Electric Fan in each Cabin. Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. HOTEL MANSIONS (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new management. Large and comfortable Rooms, Excellent Cuisine under the supervision of an experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMPAU, Proprietor.

Telephone: 298.

N. BEUMERZEL, Manager.

Telephone: 298.

Telephone: 298.

Telephone: 298.

Telephone: 298.

Telephone: 298.

Telephone: 298.

Telephone: 298.

Telephone: 298.

Telephone: 298.

Telephone: 298.

Telephone: 298.

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	SWIMMERS	TO SAIL
MANILA, ANGAUR, YAP, MAR- E-VON, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINCE SIGISMUND" Capt. D. Lenz (T. 6,000)	SUNDAY, 11th Sept., 10 A.M.
YOKOHAMA and KOBE	"GOBLER" Capt. H. Reesiger (T. 6,750)	About TUESDAY, 20th September.
NAPLES, GENOA, ALGIERS, GIBRA, KAR, SOUTHAMPTON, ANTWERP and BREMEN	"BULOW" Capt. H. Mulchow (T. 16,900)	WEDNESDAY, 21st Sept., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCE RITZEL FRIEDRICH" Capt. E. Mulchow (T. 16,900)	About WEDNESDAY, 21st September.
KUDAT and SANDAKAN	"BOERNE" Capt. F. Samhill	End of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELBURN & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th September, 1910.

Intimations.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS' GENUINE
H. COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL GRAM
and
P. & O. SPECIAL LIQUOR SMOOTH
WHISKY, &c.

EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES
Wholesale, 9th March, 1910.

KWONG FUNG YUEN,
HEAD OFFICE—No. 53, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

I HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yucca, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.
Hongkong, 10th January, 1910.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful indiscretions, or other influences incident to the early years of life. It is a powerful tonic, strengthening the system, and restoring the vitality of the brain and nerves. It is a powerful tonic, strengthening the system, and restoring the vitality of the brain and nerves. It is a powerful tonic, strengthening the system, and restoring the vitality of the brain and nerves.

VETARZO BLOOD MEDICINE.

When there is any defect in the blood, the system is weakened, and the body is liable to various diseases. This medicine is a powerful tonic, strengthening the system, and restoring the vitality of the blood. It is a powerful tonic, strengthening the system, and restoring the vitality of the blood. It is a powerful tonic, strengthening the system, and restoring the vitality of the blood.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 315 ft.	Docking Length 376 ft.	Docking Length 376 ft.
Width of Entrance 80 ft.	Width of Entrance 80 ft.	Width of Entrance 80 ft.
Water on Blocks 28 ft.	Water on Blocks 28 ft.	Water on Blocks 28 ft.

THESE DOCKS are conveniently situated in the Yokohama Harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent purchase for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being stocked by Lloyd's surveyors).

Two powerful Tug-Boat Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Stagnant Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repairs work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 576, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts,

A. 1, and Watkins.

Yokohama, April 28th, 1909.



FREE TRIAL.

TRY THE
ROYAL STANDARD
TYPEWRITER
(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 483 and the machine.

will be at your office for free trial.

Repair to any Make of
TYPEWRITERS,
GRAMAPHONES,

AND
SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

44, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY
LIMITED.

PORTLAND CEMENT.

In Bags of 57½ lbs. net.

In Bags of 250 lbs. net.

J. H. WATSON & CO.

General Managers.

Hongkong, 10th August, 1910.

To Let.

TO LET.

POSSESSION ON 1ST NOVEMBER.

A FIVE-ROOMED HOUSE at MOUNT
GOUGH, the Peak, known as "BUTOM."
For particulars, apply to
DENNIS & BOWLEY,
Solicitors.
Hongkong, 8th August, 1910. [53]

TO LET.

21, CONDUIT RD., OLIVION GARDENS.

1 & 2, BOWEN ROAD, lately occupied as
Artillery Officer's Quarters. Suitable
for Boarding House.
GODOWNS, 111 to 115, PRAYA EAST.
OFFICES, No. 2, CONNAUGHT ROAD,
and Floor.
A HOUSE in WONG-MEI-CHONG ROAD.
OFFICES in YORK BUILDING.
No. 10, DES VOEUX ROAD CENTRAL,
1st Floor.
SEMI-EUROPEAN FLATS, Praya East
corner of Observatory Place. The
Tram stops at the door.
Also NEW EUROPEAN FLATS ad-
joining the new Seaman's Institute,
Praya East.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 8th September, 1910. [55]

TO LET.

A HOUSE in KNOTSFORD TERRACE.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 27th July, 1910. [56]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL.

Victoria Building, Rooms suitable for
Office.
ONE GODOWN in MANSION LANE.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 4th April, 1910. [57]

TO LET.

GODOWN, No. 14, DUNDRELL STREET.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 1st July, 1910. [58]

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

15, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [59]

THIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at NO. 14, DUNDRELL STREET.

REASONABLE FEE.

Dental Surgeon.

Hongkong, 10th Sept. 1910.

THE IMPERIAL NEWS SERVICE.

THE POSITION REGARDING CEYLON.

Mr. H. Mundy, the General Manager for the East of Reuters Telegram Co., arrived in Colombo on August 28th from India. Whilst there he will have an interview with the Colonial Secretary, probably next week on the latter's return from Rangoon, and explain to him, as the representative of Government, why the extra amount for the Imperial News Service, which Government considers is too much, is being demanded.

Speaking to an Observer representative at the G. O. E. he pointed out that the whole question has arisen from a misconception of facts of the case, both on the part of Government and of himself. When in India he found that the Indian Government knew all about the matter and that all he had to do was to supply it with figures to prove the extra cost of the new service. As the Indian Government knew so much about the matter, he assumed that the Ceylon Government was equally well informed, with the result that his letters were not clear as they might have been and that the Ceylon Government was discussing a question which it did not understand. Apparently, continued Mr. Mundy, the Ceylon Government had been under the impression that the increase should be in proportion to the increase given by the Indian Government. That had nothing whatever to do with it. The point was that the increase in the service would mean an increased outlay, in re-transmitting it from Bombay to Ceylon of Rs. 200 a month, which would have to be paid away in cash. That had got to be raised from somewhere. The whole idea of the Imperial News Service was that the respective

CEYLON SHOULD BEAR THE BURDEN

and the Press get the service without any further charge. If the Ceylon Government absolutely refused to pay the necessary amount, the service would not come to Ceylon unless the papers chose to make up the difference rather than lose it. The idea, however, was that the papers should not be charged a farthing. Reuters had arranged with the Eastern Telegraph Co. for the Imperial News Service and that was landed in Bombay with practically no extra outlay. The cost of distribution in India, however, amounted, roughly speaking to Rs. 200, and the cost of distribution to Ceylon amounted to about the same. The Government of India had grasped the situation. It refused to pay any more for the fuller service, but consented to reimburse Reuters for the extra outlay on the distribution and

THAT WAS ALL REUTERS ASKED

from the Ceylon Government. Reuters did not get anything out of it either way. If the service did not come to Ceylon, it would not make a farthing difference to their pocket, and they would not lose it. If it did come, they would not make anything out of it. All they wanted to do was to list up everybody with the Imperial News Service. With the present service the Ceylon Press got 10,000 words a month, roughly, on the average. Reuters was perfectly willing to give an extra 7,000 words, provided the Ceylon Government would pay the re-transmission. In the meantime, as the re-transmission was not provided for the Ceylon Press continued to get 10,000 only.

ANOTHER MISCONCEPTION

has arisen because he had stated in his letter that it would be hopeless to expect the Ceylon papers to pay more. He said that considering that as the Indian papers got it for nothing, the Ceylon papers would naturally refuse to pay more. It was wrong to say the Ceylon papers refused, because they had never been asked. The fact was that the Ceylon Government did not know anything about it; but he was not responsible for their ignorance. Ceylon was getting a very good bargain because 10 years ago the number of words was only 4,000 a month. Now double that number was being supplied, without any extra subsidy or increased newspaper subscription. [Yes, thanks to reduction in press rates.] —ED. G. O.]

In conclusion, Mr. Mundy emphasised that the above was merely a statement of the facts of the case; nothing in the way of criticism of Government was intended. He hoped, he stated, to explain the matter more fully after his interview with Mr. Crawford, and he would also be able to supply figures to prove that the re-transmission actually costs Rs. 200 or more.

Intimation.

THERAPION MAY NOW ALSO BE OBTAINED

DRUGS (TASTLESS) FORM.

SELF-CURE NO. 10. FORTION.

MARVEL UPON MARVELS.

NO SUFFERING.

NEED NOW DEPAIR.

THE NEW FRENCH REMEDY.

THERAPION.

A complete revolution has been effected in the

department of medical science while Therapion

has been introduced to the public and has been

found to be a most valuable remedy for all

diseases of the system, and for all

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diseases of the system, and for all

WEATHER FORECAST AND

STORM WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal.

A CONE

point upwards

Indicates a Typhoon to the North of the Colony.

A CONE

point upwards and DRUM below

Indicates a Typhoon to the North-East of the Colony.

A DRUM

Indicates a Typhoon to the North-West of the Colony.

A CONE

point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

A CONE

point downwards

Indicates a Typhoon to the South of the Colony.

A CONE

point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

A BALL

Indicates a Typhoon to the West of the Colony.

A CONE

point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is

believed to be less than 300 miles away from the Colony.

Black Signals indicate that the centre is

believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be

hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour

Office, H.M.S. Tamar, Green Island Signal

Mast, and the Flagstaff on the premises of the

Hongkong and Kowloon Wharf and Godown

Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected

that the wind may increase to full typhoon

force at any moment, the following Urgent

Signal will be made at the Water Police

Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS

OF TEN SECONDS.

A Black Cross will be hoisted at the same

time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited

from the Flagstaff on the roof of the Water

Police Station at Kowloon, the Harbour Office

Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green,

indicates that a typhoon is believed to be

situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green,

indicates that a typhoon is believed to be

situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red,

indicates that the wind may be expected to

increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the

Explosive Bombs, as above, in the event of the

information conveyed by this signal being first

published by night.

These Night Signals will be substituted for

the Day Signals at sunset, and will, when

necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Masters of Ships and

Owners of Vessels, a Code will be exhibited on

each of the following stations during the time

that any of the above Day Signals are hoisted

in the Harbour.

Gap Rock. Abandon.

Wing. See H. W.

Sandy. See H. W.

See H. W.

See H. W.

See H. W.

See H. W.

See H. W.

See H. W.

See H. W.

See H. W.

See H. W.

See H. W.

See H. W.

Intimation.

Wm. Powell, Ltd.,

GENTLEMEN'S OUTFITTERS

NEW GOODS.
SOFT DRESS-SHIRTS - - -
VERY LIGHT WEIGHT
PERFECT FITTING.

NEW CELLNETT UNDERWEAR

COOL SAFE DURABLE

BATH ROBES

NECKWEAR

Exclusive Designs
Specially Selected

ART SHADES

EVERYTHING FOR GENT'S WEAR.

Wm. Powell, Ltd.,
28, Queen's Road.
(Opposite Clock Tower.)

Public Companies.

THE CINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, 51, Gough's Building, No. 6, Connaught Road, on **SATURDAY, the 24th September, 1910, at Noon**, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd September, 1910. [579]

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Office, 25, SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 24th September, both days inclusive.

DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 3rd September, 1910. [581]

Auction.

PUBLIC AUCTION.

THE Undergoed will sell within his Sales Rooms,

on THURSDAY,

the 15th instant, at 2.15 P.M.,

RUTLAND and LANDSOME BLANKETS, TRAVELLING RUGS, WASHING FLANNELS, TURKISH TOWELS, DAMASK SERVETTES, BED QUILTS, LADIES' DRESS LENGTHS, COSTUMES, GENTS' SUIT LENGTHS, 1 1/2 d. double width, CARPETS, Rugs;

Also

A SMALL CONSIGNMENT OF FANCY JEWELLERY: RINGS—Diamond and Sapphire Cluster, Diamond and Ruby, Diamond and Opal and other Rings.

ORNAMENTS, &c.—Bracelets, Bangles, Necklets, Locks, Long Girdles, Charms, Al'ers, Ladies' and Gents' Gold-cased Watches, &c.;

And

A few Lots of PRISMATIC and other BINOCULARS, TABLE PLATTS, CUTLERY, &c., &c.

Catalogues will be issued.

TERMS—As usual.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 10th September, 1910. [597]

Intimations.

VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS will take place in the CLUB BATH on the 21st, 22nd, and 23rd inst. The Half-Mile, to be swum in the open, in for the Championship of the Colony, will be held on the 21st inst. Entry Forms obtainable from the Steward.

FRANK LAMMERT,

Hon. Sec'y.

Hongkong, 10th September, 1910. [596]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, as set out hereunder.

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 11th day of October, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2, or 3 years commencing on the 1st January, 1911.

The Farms above referred to are the Opium, Spirit, Gambling, and Pawnbroking Farms for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Guthrie & Co., Singapore and Penang, or of Messrs. Gibb Livingstone & Co. at Hongkong.

The retail rates of the Chinese fixed by the Government for the Opium Farms for 1911, 1912 and 1913 are those specified below.

For every 300 packets ... \$0.14

" 4 " ... 0.19

" 5 " ... 0.24

" 6 " ... 0.29

" 7 " ... 0.34

" 8 " ... 0.39

" 9 " ... 0.44

" 10 " ... 0.49

" 11 " ... 0.54

" 12 " ... 0.59

" 13 " ... 0.64

" 14 " ... 0.69

" 15 " ... 0.74

" 16 " ... 0.79

" 17 " ... 0.84

" 18 " ... 0.89

" 19 " ... 0.94

" 20 " ... 0.99

" 21 " ... 1.04

" 22 " ... 1.09

" 23 " ... 1.14

" 24 " ... 1.19

" 25 " ... 1.24

" 26 " ... 1.29

" 27 " ... 1.34

" 28 " ... 1.39

" 29 " ... 1.44

" 30 " ... 1.49

" 31 " ... 1.54

" 32 " ... 1.59

" 33 " ... 1.64

" 34 " ... 1.69

" 35 " ... 1.74

" 36 " ... 1.79

" 37 " ... 1.84

" 38 " ... 1.89

" 39 " ... 1.94

" 40 " ... 1.99

" 41 " ... 2.04

" 42 " ... 2.09

" 43 " ... 2.14

" 44 " ... 2.19

" 45 " ... 2.24

" 46 " ... 2.29

" 47 " ... 2.34

" 48 " ... 2.39

" 49 " ... 2.44

" 50 " ... 2.49

" 51 " ... 2.54

" 52 " ... 2.59

" 53 " ... 2.64

" 54 " ... 2.69

" 55 " ... 2.74

" 56 " ... 2.79

" 57 " ... 2.84

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" 59 " ... 2.94

" 60 " ... 2.99

" 61 " ... 3.04

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" 159 " ... 7.94

" 160 " ... 7.99

" 161 " ... 8.04

" 162 " ... 8.09

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" 167 " ... 8.34

" 168 " ... 8.39

" 169 " ... 8.44

" 170 " ... 8.49

" 171 " ... 8.54

" 172 " ... 8.59

" 173 " ... 8.64

" 174 " ... 8.69

" 175 " ... 8.74

" 176 " ... 8.79

" 177 " ... 8.84

" 178 " ... 8.89

" 179 " ... 8.94

" 180 " ... 8.99

" 181 " ... 9.04

" 182 " ... 9.09

" 183 " ... 9.14

A HABEAS CORPUS CASE.

JUDGMENT DECLARATORY THAT COURT IS NOT PROVIDED WITH MACHINERY.

The Full Court delivered judgment this morning in the case in which a rule nisi was asked for in the matter of Lo Tsun Mao, a prisoner at Victoria Gaol, on whose behalf an application had been made to release him from custody.

His Lordship said that the application had been made on the grounds that the prisoner had been given no opportunity of defending himself and that the order of banishment had failed to set out the grounds of banishment with sufficient particularity and that the order was therefore void. The argument was heard by the Full Court. The only question before the Court was the legality of custody and the legality could only be tested by referring to the Ordinance under which the order was made. It was stated on behalf of the Crown that the Governor-in-Council having been satisfied that the prisoner was not a natural-born British subject and his presence in the Colony not being deemed desirable, he was ordered to leave the Colony within two days of the order. Their Lordships were strongly of opinion that there was no case for *habeas corpus* and that the rule should therefore be dismissed. The Ordinance gave the most absolute power to the Governor-in-Council. It did not give an opportunity to the prisoner to defend himself. It did not require the Governor-in-Council to state on what grounds the order was made. It did not even give an opportunity to the defendant to show he was not the man. The Court agreed that it was only right and proper that a man should be given an opportunity to be heard but suppose the Colony was being made the base of a revolution against a neighbouring friendly Power, could it be said that the usual formal procedure with the legal paraphernalia attaching thereto should be gone through before a person was banished? Obviously, that was impossible. If the order was found to be wrong, the Secretary of State could correct the action of the Governor-in-Council but that Court had nothing to do with the matter. It was not within the province of the Court to find out why the Executive Council had acted as they did. The whole of Counsel's argument had been couched in terms used in criminal cases but that matter had nothing to do with it. The Court was not provided with machinery to exercise their powers in a case of that kind. It could not correct the procedure adopted by Ordinance. The Attorney-General had exercised his discretion in filing affidavits and his Lordship felt that he must protest against his action, and did protest at the time, not merely because he had filed the affidavits but because the Court had been called upon to interfere at the official level and thus had indirectly challenged the attitude adopted by the Government. The Justice said it followed that no costs could be given against the Crown in the other two cases.

THE HARBOUR RACE.

The Harbour Race for the China Mail Cup will take place on Tuesday, 27th inst. The starting place will be the Police Pier on the Kowloon side and the race is to finish at the Praya wall between Murray Pier and the V. R. C. Good racing is expected this year as many swimmers have been training hard for more than a couple of weeks now.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st September, 1910.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1909.	1910.
Tytam...	17' 6" below	0' 51" above
Tytamlye...	27' 11" below	0' 6" below
Wash...	overflow	overflow
Tytam Intermediate	0' 6" above	7' 1" above
Fokfulum	0' 5" below	0' 21" below
Wong-nai-chung	2' 2" below	5' 5" below

	1909.	1910.
Tytam	257,760,000	388,760,000
Tytamlye	18,000	1,760,000
Tytam Intermediate	198,788,000	2,574,000
Fokfulum	61,600,000	65,550,000
Wong-nai-chung	7,505,000	23,572,000

Total..... 512,391,000 1,068,640,000

Consumption of water in the City and Hill District during the month of August.

	1909.	1910.
Consumption.....	137,691,000	165,037,000 gallons
Estimated population	409,000	210,810
Consumption per head per day.....	197	25.2 gallons

Intermittent supply by Rider mains in Rider main districts during August, 1910. Constant supply in all districts during August 1910.

KOWLOON WATER WORKS LEVEL.

	1909.	1910.
Kowloon Gravitation Reservoir	17' 7" below	21' 5" below
Gravitation Reservoir	overflow	overflow

STORAGE GALLONS.

	1909.	1910.
Kowloon Gravitation Reservoir	194,667,000	150,080,000
Consumption of water in Kowloon during the month of August.....	1909.	1910.
Consumption.....	35,537,000	26,820,000 gallons
Estimated population	88,000	95,700
Consumption per head per day.....	9.7	9.2 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM.

WATER ANALYST.

BOYS' OWN CLUB.

QUARTER SPORTS.

The B. O. C. held their first aquatic meeting on Saturday afternoon in the V. R. C. bath which was kindly placed at their disposal by the Committee. In spite of the threatening weather a fair gathering of spectators, including several ladies, was in attendance.

On the whole the entries were large and good racing was witnessed throughout, especially that of the Four Lengths Handicap, open to V. R. C. members, which F. M. Cruz won by a touch after a hard struggle from C. J. Cooke. The results are as follows:—

TWO LENGTHS HANDICAP.—

First Heat.

S. Jex (own 5 sec)..... 1

V. F. Asquith (own 4 sec)..... 2

Second Heat.

Y. Abbas (own 4 sec)..... 1

E. L. Braga (own 3 sec)..... 2

Third Heat.

R. A. Carvalho (own 5 sec)..... 1

F. G. Brown (own 3 sec)..... 2

Final.

Y. Abbas (own 4 sec)..... 1

S. Jex (own 5 sec)..... 2

At this took the lead soon after a start and won with a big margin to spare from Jex who secured second place.

SWIMMING FEET FERMOST.

One Length.

E. L. Braga..... 1

J. M. R. Pereira..... 2

FOUR LENGTHS HANDICAP.

(for V. R. C. members).

F. M. Cruz (own 11 sec)..... 1

C. J. Cooke (own 10 sec)..... 2

Cooke entered the bath when Cruz was three quarters of a length ahead. This big lead was greatly reduced when the third lap was completed, and in the final lap both men were pretty close to each other and a hard race was witnessed till the finish with Cruz winning by only a touch. Time: 72 sec.

FOUR LENGTHS HANDICAP.

A. H. Carroll (own 4 sec)..... 1

H. W. Fole (own 8 sec)..... 2

Time: 74 sec.

FLYING NO.

E. L. Braga..... 1

A. H. Carroll..... 2

Distance: 47 ft, 7 ins.

ONE LENGTH DEAST STROKE.

First Heat.

J. M. R. Pereira..... 1

C. H. Lyon..... 2

Second Heat.

H. J. White..... 1

A. H. Carroll..... 2

This heat was a good one and a close race was witnessed till the finish. White and Carroll came in dead heat.

LADIES' NOVEMBER.

Bottles were placed in the centre of the bath, two of which had slips of paper in, one with the slip marked one and the other marked two. H. Goldsberg nominated by Mrs. Robinson was first and E. L. Braga nominated by Miss Lewington was second.

SWIMMING IN PAIRS.

J. M. R. Pereira..... 1

E. L. Braga..... 2

S. Jex..... 3

TEAM RACE.

F. L. R. (Capt.) A. H. Carroll, L. Souza, C. H. Lyon, B. Musket, V. F. Asquith, W. Thom..... 1

H. W. Petersen (Capt.) A. J. V. Rib. (Capt.) J. M. R. Pereira, H. J. White, I. E. Chunnutt, F. J. Brown, H. Goldsberg..... 2

L. F. Lammet (Capt.) M. A. R. Souza, W. J. Carroll, R. A. Carvalho, S. Jex, E. L. Braga, J. V. I. Raga..... 3

WATER POLO.

Whites:—L. F. Lammet (Capt.), F. L. R. R. A. J. V. Rib. (Capt.), H. W. Petersen, S. Souza, M. A. R. Souza, W. H. L. Warren.

Blues:—F. H. Carroll (Capt.), J. M. R. Pereira, R. A. Carvalho, I. E. Chunnutt, F. Musket, H. J. White, Y. Abbas.

The last item in the programme was a water polo match between the above teams. The game was a fast and good one throughout. At the end of time the result was a draw, one all, and extra time of 3 minutes each way was played. During this portion of the game Lammet scored the winning goal for the Whites. Thus the game ended in two goals to one.

At the conclusion of the sports Mrs. C. Forsyth kindly distributed the prizes to the successful competitors. After presenting the prizes the was given the "David's Shield" to hand over to the winning team in the Hockey competition which was presented to the Club by Mrs. A. J. David. After doing so Mrs. Charlton, on behalf of the Committee, presented Mrs. Forsyth with a bouquet and three cheers for Mrs. Forsyth, the Ladies, and the V. R. C. brought the proceedings to a close.

THE TRONOH MINES.

The following is the result of operations during the month of August.

CUTPUT.

Tributary O. s. Pkts. 91558

Mine O. s. 364973

Total Output 456531

VALUE

Tributary O. s. \$ 41,002

Mine O. s. \$ 171,047

Total Value \$ 212,049

ESTIMATED PROFIT.

Tributary O. s. \$ 4,500

Mine \$ 72,440

Total Profit \$ 76,940

KARANG TRACTED.

From Shale (20,000 yds) 210,000

Opis cut 10,000

Total cubic yards 220,000

First 5 Months 1909 Pkts. 20,000

Second 5 Months 1909 Pkts. 21,000

Third 5 Months 1909 Pkts. 22,000

Fourth 5 Months 1909 Pkts. 23,000

Fifth 5 Months 1909 Pkts. 24,000

Sixth 5 Months 1909 Pkts. 25,000

Seventh 5 Months 1909 Pkts. 26,000

Eighth 5 Months 1909 Pkts. 27,000

Ninth 5 Months 1909 Pkts. 28,000

Tenth 5 Months 1909 Pkts. 29,000

THE STRANDED STEAMER.

"PROTEUS".

The following further particulars are now to hand concerning the O. E. and M. S. Proteus (chartered), which ran aground near Drinkwater Point, North Channel, on Saturday night, the 3rd instant.

At 11 a.m., on Sunday, the O.N.S. *Shanlian*, inward bound from Tientsin and ports, passed the *Proteus*, which was then badly ashore on a bank about six miles E.S.E. of Drinkwater Point. She was in a dangerous position and broadcast on the tide. The *Shanlian* was unable to render assistance owing to the very heavy sea and the shoals in the vicinity. The master of the *Shanlian* advised the master of the *Proteus* to let go, both anchors, as the tide would be at its height at noon and there would be two more feet of water. The *Proteus* asked that tugboats and lighters be sent from Shanghai to her assistance as soon as possible.

On receipt of this information on Sunday afternoon, the Shanghai Tug and Lighter Company at once dispatched the tug boat *Valcon*, which was followed on Monday morning by the tug-boat *Shanlian*, with two 400-ton lighters in tow. It was not considered possible that any assistance could be rendered to the stranded steamer for the time being, owing to the heavy sea that was running, but it was thought that if the weather moderated the vessel could be lightened and refloated on the exceptionally high tide—nearly the top of the Spring tide, which is always at its highest in September.

On Monday, the 5th instant, the I.C.S. *Liening*, inward bound from the North, passed through the North Channel and noticed that the *Proteus* was still aground, heading South, with both anchors drawing abeam. There was still a very heavy sea running, but the weather was moderating. The tug-boat *Valcon* was then out and apparently taking soundings around the bank. The *Shanlian*, with two lighters in tow, was further inside, under shelter of the North bank. The *Proteus* was moving on the bank—possibly pounding—but did not seem to be in distress.

A DROWNING FATALITY.

About 6 a.m. on Tuesday one of the lighters which had been in tow of the *Shanlian* dragged her anchor and Captain H. S. Andersen, who was in command of the *Shanlian*, at once sent his boat full steam ahead to recover the drifting lighter. There was a high sea running and the *Shanlian* was struck by a wave and carried on to a sand bank. A second wave capsized her and she sank almost immediately. A Chinese engineer and two engine-room assistants were unable to escape from the sinking vessel and were drowned in the engine room; but Captain Andersen and the remainder of the crew got free of the ship and managed to grasp floating spars. The members of the Chinese crew were rescued by a native junk, but Captain Andersen, who was in a weak state of health and had been suffering from dysentery for several weeks, relinquished his hold of the spar to which he was clinging and was seen no more. The rescued crew arrived in Shanghai on Tuesday evening in a native boat, and at ten o'clock the same evening the Tug and Lighter Company dispatched the tender *Alcedora* to the scene of the disaster, to recover the bodies of the drowned, if possible, to take off the passengers from the str. *Proteus*, and to locate the *Shanlian* and save her.

Captain H. S. Andersen, who was a native of Norway and about 45 years of age, arrived in Shanghai about eighteen years ago and was for some time in command of the barque *Mary*. In 1897 he became master of the steamer *Nori*, which was then plying between Shanghai and Wanchow. He was afterwards transferred to the *Kian*, a later he joined the service of Messrs. Wheelock and Co. and eventually became master of the tender *Victoria* and afterwards of the *Shanlian*. He was of a most genial and generous disposition and numbered amongst his many friends almost every member of the mercantile marine community.—N. C. D. News.

RESCUE CHINESE SHANLI.

HAL "AMBRIA" SUCCESSFUL STRUGGLE.

The steamer *Ambria*, from Hongkong, reports that she had a very rough passage up from that port, says the *Shanghai Times*. About 6 o'clock on the morning of the 4th inst., when off the north of Formosa, in Lat. 25 deg. 10 min. and Long. 120 deg. she sighted a junk bottom up, with seven men and two women clinging to her. There was a heavy sea running, with a strong N.E. wind; but notwithstanding this, the chief officer, Mr. T. Hellhoff, managed to take the life boat alongside her, with a Chinese crew of six men, and after a desperate struggle succeeded in taking off those on board of her. The junk proved to be the *Hin Ho Sun* from Tamsui to Fochow, and had been capsized on the 3rd instant. Two men, two boys, and three girls were reported to have been drowned when the junk capsized or were washed from the wreck. The rescued men were brought to Shanghai by Captain Daniel, of the *Ambria*, and handed over to the River police Hulk pending their being shipped to Fochow by the City authorities.

PRKING.

ACTIONS AND REACTIONS.

Peking, September 5th.

Conferences are still being held at the Palace. Identities appear to be in dispute. Yuan Shih-kai's chances are declining owing to the obstruction of the Empress Dowager's party, which realising the opportunity afforded by the crisis, is striving for mastery.

A scheme has apparently been evolved, providing that the Empress Dowager shall support the Prince Regent as nominal head of the Government, while a Council of Three, namely two Princes and a Manchurian Minister, will direct affairs. The scheme is considered to be hopeless and probably represents the last effort to retain reactionary political government.—N. C. D. News.

COMMERCIAL.

10th September, 2 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Anglo-Javas..... 5/3

Anglo-Malays..... 2/5

Batavia..... 1/10

Batu Tigas..... 1/10

Berama..... 1/10

Bukit Kajangs (pp.)..... 50/-

Bukit Rajahs..... 50/-

Caray United..... 21/3 prem.

Castelfield..... 1/10

Changkat Serrangs..... 51

Cheras (part paid)..... 49 prem.

Da (fully paid)..... 520

Damansara..... 156/-

Eastern Internationals..... 18/9 prem.

Fed. Selangors..... 52

Glenayls..... 52

Glenhills..... 121/-

Goldendals..... 121/-

Golden Hopes..... 117/6

Indragiri..... 518

Jack Kenneths..... 6/5 prem.

Jaquels..... 177/6

Jonglandors..... 177/6

Kampong..... 177/6

Kuala Lumpur..... 177/6

Landrons (fully paid)..... 177/6

Landrons (ppd.)..... 177/6

Labus..... 177/6

Ledbury..... 177/6

Lilong..... 177/6

London Asiatics..... 177/6

London Ventures..... 177/6

Melinas..... 177/6

Pajamas..... 177/6

Pegohs..... 177/6

Rubber Trusts..... 177/6

Syggs..... 177/6

Sandycrofts..... 177/6

Sapongs..... 177/6

Seafelds..... 177/6

Sekong..... 177/6

Shelfords..... 177/6

Singapore & Johore..... 177/6

Sumatra Pans..... 177/6

Sungel Choks..... 177/6

Sungel Kapars..... 177/6

Tandjongs..... 177/6

Tangkabs..... 177/6

Tongtrangle..... 177/6

Ula Rans..... 177/6

United Serrangs..... 177/6

United Singapore..... 177/6

United Sumatras..... 177/6

United Langkats..... 177/6

Trochors..... 177/6

Para Rubber..... 177/6

August RUBBER RETURNS.

LANDRON (1-32,000 lbs) against 25,656 lbs;

total for eight months 25,740 lbs; against

160,18 lbs.

SINGAPORE AND JOHORE:—8,535 lbs;

against 4,373 lbs; total for eight months 23,281

lbs; against 21,447 lbs.

SEMAWANG:—6,646 lbs; against 1,50

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, 11 DAYS YOKOHAMA TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 27TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 15TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	From St. John.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Misses, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$41.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. BRADDOCK, General Traffic Agent,
Corner Fodder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI & SWATOW & NINGPO, HANGSANG	WED'DAY, 14th Sept, Noon.	
SGAPORE, PENANG & CALUTTA, POKSANG	WED'DAY, 14th Sept, Noon.	
TIENTSIN	CHONGSHING THURSDAY, 15th Sept, Noon.	
MANILA	CHONGSHING FRIDAY, 16th Sept, 4 P.M.	
MANILA	YUSANG FRIDAY, 16th Sept, 4 P.M.	
SHANGHAI, KOBE & MOJI	KUSANG TUESDAY, 4th Oct, Noon.	

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers Kusang, Yusan and Pookang leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.
General Managers.
Telephone No. 215.
Hongkong, 10th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	13th Sept, 4 P.M.
CHEFOO & NEWHANG	"PAOTIAG"	14th " 4 P.M.
SHANGHAI	"CHENAN"	15th " 4 P.M.
SHANGHAI	"LINAN"	16th " Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"OHANGSHA"	16th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "TINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA, TWIN-SCREW STEAMERS, and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anshan, Chusan, Linan, Chihao).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

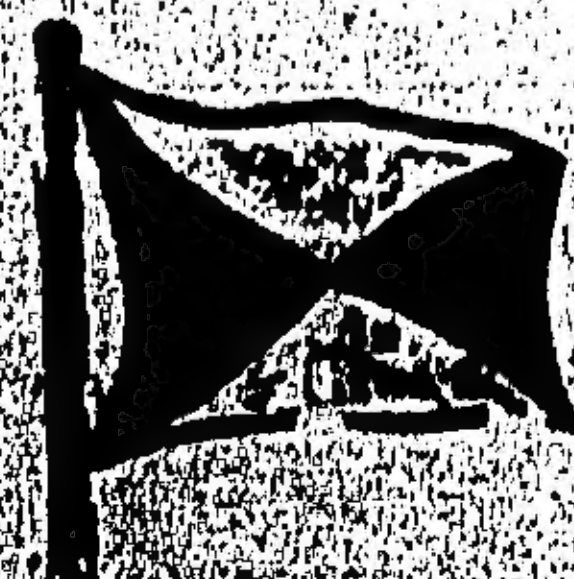
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 16.
Hongkong, 10th September, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

From	To	Ship	Day	Time
HONGKONG	MANILA	MANILA	SATURDAY, 17th Sept.	12 Noon.
MANILA	HONGKONG	MANILA	SATURDAY, 17th Sept.	12 Noon.

SHEWAN TOMES & CO.

General Managers.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trade service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept, at Noon.
MOJI, KOBE AND YOKO-	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AHEADSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO & ANPING & SWATOW & AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 14th Sept, at Noon.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fueno	THURSDAY, 1st Sept, at Noon.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 18th Sept, at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE IN NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "OHOSHUN MARU" and "BUJUN MARU"—

First class Cabins AHEADSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th September, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MIYAKI MARU, Capt. T. Morai KITANO MARU, Capt. S. E. Goto ITO MARU, Capt. R. Takai	Tons 9200 Tons 9200 Tons 7000 WEDNESDAY, 14th Sept, at Daylight. WED'DAY, 20th Sept, at Daylight. WEDNESDAY, 21st Oct, at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagai	Tons 7000 SATURDAY, 8th Oct, from KOBE.
VICTORIA, B.C. & SEATTLE, KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa INABA MARU, Capt. K. Kawa	Tons 1000 Tons 7000 TUESDAY, 13th Sept, at 4 P.M. TUESDAY, 11th Oct, at Noon.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekino HIKOKU MARU, Capt. M. Yagi	Tons 5200 Tons 6200 FRIDAY, 30th Sept, Noon. FRIDAY, 28th Oct, at Noon.
SINGAPORE, COLOMBO & BOMBAY	TOSA MARU, Capt. Y. Komura	Tons 7000 FRIDAY, 23rd September.
SHANGHAI, MOJI & KOBE	ORYON MARU, Capt. F. Fyfe	Tons 6200 WEDNESDAY, 14th September.
NAGASAKI, KOBE and YOKOHAMA	HIKOKU MARU, Capt. M. Yagi	Tons 6200 WEDNESDAY, 28th Sept, at Noon.
KOBE and YOKOHAMA	HIKOKU MARU, Capt. H. Frater	Tons 9000 THURSDAY, 15th Sept, at 5 P.M.

Equipped with new system of wireless telegraphy. 1 Cargo only. * Carries deck passengers.

* Calling at Saigon. * Omitting Keelung & Shimon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of call between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, etc., and the China through passengers have the option of travelling by Rail.

From Hongkong through Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information on Freight, Passage, Sailings, etc., apply to

T. KURUMOTO,
General Manager.

Shipping—Steamers

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BAKAVIA, PERSIAN GULF, CONTINENTAL, AFRICA, CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 17th September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moltke", 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Perla" due in London on 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.

For further Particulars, apply to

M. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON NEW YORK:

S.S. "SAINT PATRICK".... {On or about 12th Sept.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th September, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"

Captain Moretto, will be despatched as above TO-MORROW, the 13th September, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 12th September, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

Captain Gregory, will be despatched as above about 17th September.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 10th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER AND SEATTLE

via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Onward
---------	------	---------	--------

Yamanashi 5,211 F. S. Cowley 17th Sept.

Yamanashi 5,211 G. B. McGILL 10th Oct.

Yamanashi 5,211 J. Boyd 10th Nov.

Calling at Amoy and Keelung if efficient independent call.

These steamers are especially fitted for the carriage of Alaska Steamer passengers.

PARCELS, EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 4th September, 1910.

Shipping—Steamer

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS"

Captain Hood, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th August, 1910.

Consignee.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"PALMA"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th inst, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1910.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of September, at 9.30 A.M.

All claims must reach us before the 17th of September, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE QUOTATIONS.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$1,500,000	\$2,027,018	\$2,027,018
National Bank of China, Limited	99,975	47	46	\$4,000	\$4,000	\$30,552	\$30,552
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	\$1,500,000	none	none
North China Insurance Company, Limited	10,000	475	45	\$1,500,000	\$1,500,000	Tls. 207,573	Tls. 207,573
Union Insurance Society of Canton, Limited	11,400	\$250	\$200	\$1,500,000	\$1,500,000	\$27,084	\$27,084
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,500,000	\$1,500,000	\$7,703	\$7,703
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$80	\$1,500,000	\$1,500,000	\$4,840	\$4,840
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000	\$1,500,000	\$42,218	\$42,218
SHIPPING.							
China and Manilla Steamship Company, Limited	30,000	\$85	\$85	\$17,748	\$17,748	Dr. \$27,771	Dr. \$27,771
Donghai Steamship Company, Limited	20,000	\$50	\$50	\$10,000	\$10,000	NIL	NIL
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,500	\$12,500	\$22,766	\$22,766
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$18,100	\$18,100	\$7,587.22	\$7,587.22
Do. Do. (Deferred)	60,000	45	45	\$18,100	\$18,100	\$7,587.22	\$7,587.22
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	\$200,000	\$200,000	\$192,994	\$192,994
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$5,000	\$5,000	\$1,159	\$1,159
REVENUES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$100,000	\$100,000	Dr. \$6,000	Dr. \$6,000
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000	\$100,000	Dr. \$125,591	Dr. \$125,591
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	41	\$100,000	\$100,000	\$1,433	\$1,433
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	none	none
Raub Australian Gold Mining Company, Limited	1,150,000	41	41	\$100,000	\$100,000	none	none
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	none	none
Docks, Wharves & Godowns	15,000	\$25	\$25	\$15,000	\$15,000	Dr. \$8,460	Dr. \$8,460
Fenwick (Gen.) & Co., Limited	60,000	\$550	\$50	\$100,000	\$100,000	\$26,847	\$26,847
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$100,000	\$100,000	\$12,725	\$12,725
Shanghai Dock and Engineering Co., Ltd.	Tls. \$5,700	Tls. 100	Tls. 100	Tls. 100,000	Tls. 100,000	Tls. 6,221	Tls. 6,221
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 100,000	Tls. 9,221	Tls. 9,221
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 100,000	Tls. 4,314	Tls. 4,314
Central Stores, Limited	10,125	\$15	\$15	\$15,000	\$15,000	\$24,041	\$24,041
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$10,000	\$10,000	\$17,277	\$17,277
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$100,000	\$100,000	\$5,472	\$5,472
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$10,000	\$10,000	\$2,450	\$2,450
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$10,000	\$10,000	none	none
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 100,000	Tls. 6,000	Tls. 6,000
West Point Building Company, Limited	12,500	\$50	\$50	\$10,000	\$10,000	\$1,018	\$1,018
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 100,000	Tls. 10,000	Tls. 10,000
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000	\$10,000	\$9,551	\$9,551
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 100,000	Tls. 4,373	Tls. 4,373
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 100,000	Tls. 11,173	Tls. 11,173
Say Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 100,000	Tls. 11,173	Tls. 11,173
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$1,500	\$1,500	\$648	\$648
China-Borneo Company, Limited	60,000	\$10	\$10	\$10,000	\$10,000	none	none
China Light and Power Company, Limited	50,000	\$5	\$5	\$10,000	\$10,000	\$5,241	\$5,241
Do. Do. (Special shares)	50,000	\$5	\$5	\$10,000	\$10,000	\$5,241	\$5,241
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$10,000	\$10,000	\$5,241	\$5,241
Dairy Farm Company, Limited	40,000	\$75	\$6	\$10,000	\$10,000	\$1,393	\$1,393
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000	\$10,000	\$670	\$670
H. Price & Company, Limited	120,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000	\$10,000	\$1,393	\$1,393
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
Mauchamp & Co. (Mines) & Co. Landowners	25,000	G \$100	G \$100	\$10,000	\$10,000	Tls. 21,821	Tls. 21,821
Peak Tramways Company, Limited	25,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
Peak Tramway Company (new)	50,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
Philippine Company, Limited	75,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
Shanghai-Szechuan Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 100,000	Tls. 100,000	Tls. 1,393	Tls. 1,393
Societe des Papiers et Papeteries du Tonkin	15,300	Benefit	Benefit	none	none	none	none
South China Morning Post, Limited	6,000	\$25	\$25	\$10,000	\$10,000	Dr. \$1,000	Dr. \$1,000
Steam Laundry Company, Limited	20,000	\$25	\$25	\$10,000	\$10,000	none	none
Union Waterboat Company, Limited	30,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
Watkins Limited	10,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
Watson (S.S.) & Co., Limited	20,000	\$10	\$10	\$10,000	\$10,000	\$1,393	\$1,393
William Powell, Limited	15,000	\$7	\$7	\$10,000	\$10,000	\$1,393	\$1,393

Hotels.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT
(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.
Specially-selected Brands of Wines, Spirits, Beers, etc.
An extensive modern Bakery.
A French Chef.

Hongkong 22nd July, 1910.

1499

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 105th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 11th September.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

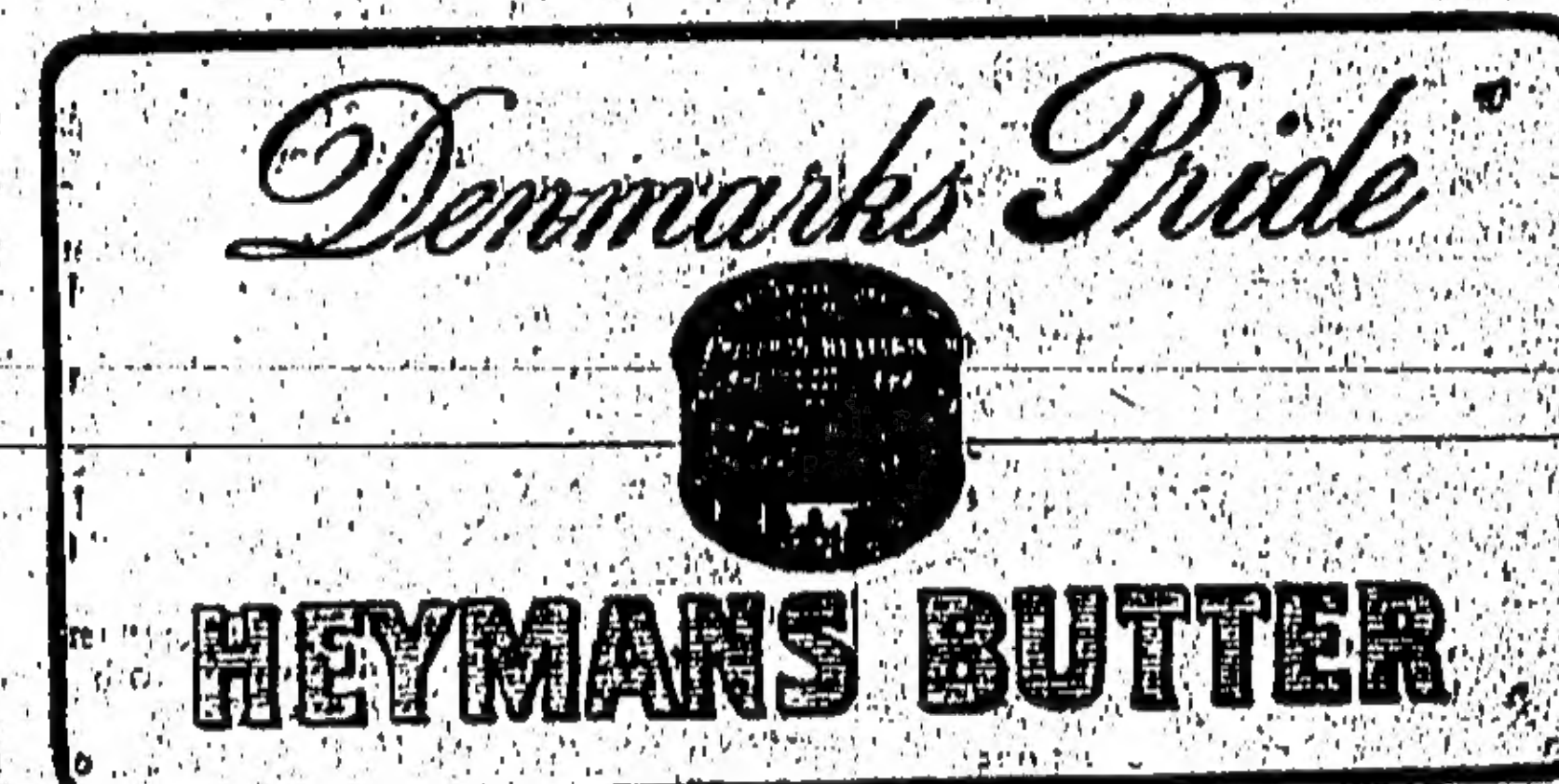
All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 6th September, 1910.

150

Intimations



JENSEN & CO., Sole Agents.

49

NEW SHOP!
JUST OPENED!!DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OFRARE JEWELS,
&c., &c., &c.MOHIDEEN &
CO.Dealers in
CEYLON PRECIOUS
STONES, &c.,38 & 40, QUEEN'S ROAD
CENTRAL.

HONGKONG, 22nd May, 1910.

(17)

NOTICE TO SUBSCRIBERS

FROM and after 1st January, 1910, the

rate of Subscription to the Hongkong

Telegraph (daily and weekly issues) will be as

follows:-

DAILY—\$50 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per month are

proportional. Subscriptions for any period less

than one month will be charged as for a full

month.

The daily issue is delivered free of charge (the

addition of postage being 20 cents per copy). Full

subscriptions can have their copy delivered

at their residence or other address free of charge.

On application by post an additional \$1.50

per quarter is charged for postage.

The paper is sent weekly free to any part

of the world if so charged per quarter.

Single Copies, Daily, are sent Weekly

free of charge (for full rate).

Orders for single copies should be sent to the

Manager, Hongkong Telegraph Co., Ltd.,

40, Queen's Road Central, Hongkong.

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

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